

SCHOOL CLOSE ENTHUSIASTIC

Class Yells and Colors Enliven the Streets of Earlington.

DIPLOMAS AWARDED TO FINE CLASS OF GRADED SCHOOL

Prof. Dickey's Address and Attractive Program at Commencement.

The Earlington Public School closed Tuesday after a very satisfactory year's work and with excellent promise for the future. The graduating exercises of the senior class were held at Temple Theater Monday evening and were attended by a large number of parents of children and friends and patrons of the school. The class roll included the following, who have finished the eighth grade work and received diplomas, which advance them to the first year high school course: Kenneth Nisbet, Villa Sisk, Willie Craig, Ernest Oldham, Edgar Arnold, Ethel Oldham, Sallie Henify, Corinne Ashby, Howard Arnold, Paul M. Moore, Jr.

The following program filled the evening's entertainment:

Program.
Invocation—Rev. Gregson.
Chorus: Educational Hymn of Kentucky—Class.
Address: Educational Legacies—Prof. J. S. Dickey.
Piano Solo—Cornelia Fenwick.
Presentation of Diplomas—Paul M. Moore, Chairman School Board.
Chorus: Kentucky Schools—Class.
Benediction—Rev. H. H. Moore.

Prof. Dickey's talk was addressed both to the patrons of the school, along lines calculated to arouse general interest in our school and in the best development and training of their children, and to the children, arousing their interest and ambition to secure for themselves the best education available. His address was inspiring and very interesting throughout. Mr. Moore made a brief talk in which he reviewed the work done for schools by the County Board of Education, of which he is a member, during the past two years under the new school law, and closed with presentation of the diplomas.

In addition to the names mentioned above in the class finishing the eighth grade this year, diplomas were given to six other students in the school, who had previously finished the graded school course, but to whom certificates had not previously been given. These were: Cornelia Fenwick, Bessie Coyle, Goldie Salmon, Mollie Henify, Margaret Kemp, Robert Featherston, Kress Sisk.

Certificates of honor were awarded for attendance, deportment and general standing, in fifth, sixth, seventh and eighth grades, for the last half year. The pupils receiving these certificates were Willie Craig, Fern Stokes, Gladys Walker and Thelma Patterson, all girls. One of these girls had missed but one-half day from school.

Mrs. W. K. Kismet was the accompanist for the evening. The students were well drilled and rendered their songs and class yells in fine form. The entire eighth grade and high school met Prof. Dickey at the train on his arrival and welcomed him with class yells and with class colors and pennants flying. They

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FRANK NISBET SHOT HIMSELF

Saturday Afternoon at 2 O'clock in Madisonville.

CAUSE OF TRAGEDY NOT KNOWN.

Frank Nisbet, a popular traveling man for Ely Walker, of St. Louis, shot himself with a 38 cal. revolver Saturday afternoon, two o'clock, at the residence of Lige Bassett, in Madisonville, where he had a room and made that his home when in that city.

Mr. Nisbet had been sick for several days and had a trained nurse, but had so far recovered that she had been discharged. He went down in the city and paid all his small accounts. He then came back to Bassett's and taking off his top clothes, placed a bowl by the bed and turned down the cover so as not to soil the bed clothes and shot himself behind the left ear. Miss Minnie Rycroft and Mrs. Bassett hearing the shot rushed to the Mary Hotel, next door, and called to "Red" Parrish to come, as they believed that Frank Nisbet had shot himself.

No cause is known for the act, as he is well fixed financially and had a splendid position and many friends. He was a member of the Scottish Rite and Knight Templar of the Masons, an Elk, also a K. of P. His body was carried to Evansville, his former home, Monday on 52 and buried in the family lot at Oak Hill cemetery. He leaves three brothers and three sisters, Mrs. H. H. Holeman, of Madisonville, being a sister. Mrs. J. G. Grammar, of Brooklyn, N. Y., and Mrs. Jennie Zarico, of Nashville, are also sister. Two brothers live in Evansville and one in Pennsylvania. Frank Nisbet was a friend to every body and a warm hearted, impulsive man, who numbered his friends by those that knew him. He was 42 years old and unmarried. THE BEE extends its sympathy to brothers and sisters.

KNIGHTS TEMPLAR

Of Kentucky Elect Officers and Pick Lexington For Next Meeting.

Winchester, Ky., May 19.—The Grand Commandery of Kentucky, Knights Templar, elected the following officers today to serve for the ensuing term: John G. Cramer, of Lexington, Right Eminent Commander; William Yeaman, of Versailles, Right Eminent Deputy Commander; Lee D. Ray, of Owensboro, Eminent Grand Generalissimo; Thomas P. Satter White, Jr., of Louisville, Eminent Grand Captain General; Mason P. Brewer, of Frankfort, Eminent Grand Senior Warden; Charles N. Smith, of Danville, Eminent Grand Junior Warden; Henry P. Barnett, of Henderson, Eminent Grand Prelate; Robert C. Strother, of Richmond, Eminent Grand Treasurer; Alfred H. Bryant, of Covington, Eminent Grand Recorder; Arthur N. Richardson, of Ashland, Eminent Grand Standard Bearer; Frederic W. Hardwick, of Louisville, Eminent Grand Sword Bearer; Taylor M. Estis, of Lebanon, Eminent Grand Warden; Albert A. Hazelrigg, of Mt. Sterling, Eminent Grand Captain of the Guard.

Covington, Louisville and Lexington were competitors for the next convocation, but Lexington won out largely owing to the personal popularity of the new Eminent Grand Commander, John G. Cramer, of Lexington. A grand ball tonight concluded the meeting.

RAILWAYS AND GENERAL BUSINESS.

(Cincinnati Enquirer.)

While every person in the United States is aware of the importance to the country in a general way of steady employment being given to those connected with the railway lines of the country, and while many know that the prosperity of the transportation lines is a reflex, and to a great extent, a measure of general prosperity, few there are who realize the vast number of persons in the actual employment of railways or the still greater number directly dependent upon the earnings of those so employed.

The latest statistics available show that 1,672,074 persons are in direct employment by the railways, and this indicates that approximately 8,000,000 of our people are dependent upon the earnings of those so employed. When to these 8,000,000 are added those who are investors in railway securities, those whose business affairs are based on furnishing railway supplies of every and all kinds, those who deliver freight to railway lines and receive for delivery to consignees at stations and terminals, it can be safely and correctly estimated that fully one-fifth or possibly one-fourth of the entire population of the United States are affected in their incomes by the prosperity or the depression of the transportation interests in this country.

The earning capacity of the 1,600,000 of persons in direct employment by the railways, measured in dollars and cents, has been increased since 1897 on an average of fully 35 per cent, including the recent advances made by the great Eastern systems of the country. That means that their purchasing power, their paying power, has had that increase as well, and it is these advances in wages by the railway companies that have done so much to sustain and maintain the long season of business activity with such an extraordinary volume in values and quantities in so many lines of affairs.

The most experienced railway heads of systems, the men in position to take the widest range of observation with the best opportunities to form the most correct conclusions, are unanimously of the opinion that the railway business of the country is as yet nowhere near its maximum nor approximating its possibilities. They predict in the immediate future a tremendous extension in the way of new lines and an immense business in the betterment of existing lines. Through this stimulation of the interests of these millions of persons shown to be benefited by railway expenditure and progress, it can readily be assumed that the United States is assured the best of times during this period of railway extension and betterment.

Our Native Trees and How to Preserve Them.

MILLER EVANS.

Within the last two decades our nation has become conscious of the value and importance of our native trees. The Federal Government has taken great steps toward the preserving of our national forests, yet, with all this watchfulness, the timber looters have been playing havoc among our forest giants, obtaining possession of the timber lands illegally. It was the will of congress that the settler should have access to the forests for his personal use, but congress did not intend that the great companies monopolize them under cover of the settler's rights, as many companies of the west have done. The stealing of the timber lands is the most accomplished work of the land looters of the west today. There is a greater demand for timber today than ever before; timber is scarcer than ever before, consequently prices are higher than ever before. Just think of it, a single California redwood or spruce furnishes enough timber to build a six room cottage. The homesteader who finds himself in this kind of forest must either sell out to the operator or perish in a wilderness of wood, where his own unaided efforts can never hew out roads or trails.

In the State of Colorado, law allowed the individual to remove dead timber and windfall from Public Domain, so many homesteaders deliberately set fire to whole mountain slopes of green timber and as a result became millionaires.

In other States they have looted the forests lands in the name of schools, roads and in the name of the Indian reservations. This trick was manipulated by the governor and his commissioners, who gave a picnic a few miles

out from the frontier post, where the road was supposed to begin, and who returned with the false report that the road was started and that they had inspected it.

Do we fully appreciate the value of our trees when such things are being permitted? Do we realize how closely forestry is related to our every day life? Let us stop and consider. It is related to agriculture in that it enriches soils, retains moisture in the earth and prevents erosion. It is related to a navigability of our rivers, our mountain forests are the watersheds of great rivers. It is related to rainfall, perhaps causing drouth or floods. It is related to many of our manufactures, notably mining, finishing timber, etc.

The question arises, how are we to preserve our trees? The answer is—by legislation. This is to be brought about by holding up to public criticism those who are engaged in this land greed and selfishness and are enjoying these so-called special privileges. Each of us has some direct influence upon legislation and if we speak positively, congress will respond promptly, as Stewart Edward White in his Conservation versus Conservation, says: "My advice is the same old advice. Write your Congressman and Senator. Do it now. It will take you ten minutes and a two cent stamp. I do not know of any easier way to leave a substantial legacy to your children." To come closer home, we should make it a business to plant trees every year in order to have an everlasting supply. Our forests should be fenced to prevent cattle from destroying the young growth. Then, nature will grow unrestricted. Worthless land should be planted in

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NEW SCHOOL BUILDINGS

Contracts Let for Erection of Six New School Houses.

COUNTY BOARD WILL PAINT FOURTEEN BUILDINGS.

The building committee of the County Board of Education had a long session on Saturday at Madisonville and let contracts for the erection of six new school houses and for the painting of fourteen school houses, including the new buildings. There were bids from numerous carpenters and painters and the work of the committee was spread over the greater part of the day. All the school houses affected were country district buildings, and the new buildings were all single room affairs, the usual country school house type. Most of them are to be finished by July 1st in order that they may be occupied for the next school term, which begins then in many of the country districts. Contract for building the Grapevine school house was let to Miller and McLemore; that for Corbin and Cavanah subdistricts to G. J. Wilkie; contract for building Smyrna, Howell and Clements new houses was let to J. G. Foley. Ruby Lumber Co. were awarded contract for supply of paints. Frank Wilkey, G. J. Wilkey and J. G. Foley were the successful bidders on the painting work and the fourteen houses were divided among them according to the lowest bids on the respective houses. Next meeting of the County Board will be on Monday, June 13th, at which time there will probably be some further interesting consideration of school houses for Mortons Gap and other points. The building committee is A. J. Fox, Chairman of the Board, Paul M. Moore, Secretary, and T. M. Slaton.

OLD FIDDLERS CONTEST

This Popular Entertainment Now to be Put on at Clay.

An "old fiddlers contest" will be held at Clay on Saturday night, June 4. Included in the names of fiddlers announced to take part in the entertainment are Leason Lawson and John Knox, of Earlington, and Wm. Reynolds, of Madisonville; these three from Hopkins county. Cash and other prizes are announced and special hotel rates have been arranged by the management.

Story of K. K. Band Programme.

(By Jess.)

"It Looks Like a Big Time Tonight," for the "Gang's all Here." Have your "Brazen Coin" ready for the "Folks up Willow Creek" and present a "Solid Front" to the "Colored 400." "Silver King" and "Mignonette" will add "Sweet Dreams" to "Cupid's Charms," while "Lillie of the Prairie" with "Rambler" will be "Dancing in the Barn" "In Old Kentucky." "Promoter" can play "Games of Childhood Days" on an "Autumn Leaf" with "Haut Monde" and say to "Peter Piper," "When I Marry You," "Vamos" to "Monkey Land," or "Join the Boy's Brigade."

The above is the programme of the Earlington K. K. Band today en route and at Hartford with the Madisonville Boosters, by Jesse Phillips. It is unique and tells all that should be known.

NO ATTEMPT TO WRECK TRAIN

Statements From Henderson Were That Piece of Rail Had Been Removed.

A FLAGMAN ON FREIGHT NO. 17 WAS INJURED.

Reports from Henderson that an attempt had been made Saturday night to wreck the Dixie Flyer on the L. & N. railroad, and that the freight wreck on the Henderson bridge Sunday night was of a suspicious nature, were denied vigorously by Superintendent Logsdon and other L. & N. railroad officials Monday.

A broken rail discovered on the bridge Saturday night just before the Dixie Flyer passed over the bridge, and said in the reports not to be an accident, was caused, according to officials, by the snapping of a tie plate when an unusually heavy load of coal passed over the bridge. It was discovered by Albert Black, a night watchman on the bridge, who stopped the flyer at Henderson until the injury to the track could be repaired.

Rumors that railroad detectives were working on the case were current in Henderson Monday, but this was denied by the L. & N. people. The two accidents were merely coincident, they say, and neither serious or suspicious of nature.

While the wreck on the bridge Sunday night was not a bad one, a flagman on freight No. 17 was injured when train No. 63 ran into it from behind, and traffic was held up for about three hours.

The trains met because the block at Rahm's Station was not closed. The rules of the road forbid more than one train entering one block at the same time.

Rumors in Henderson and Evansville that the block signal had been tampered with, were denied by Superintendent Logsdon. He declared that it was but a plain case of an operator letting two trains in one block at the same time. The block at Rahm's Station is operated by Henry Redmund and his two daughters.

The coincidence of the defective rail and the freight smash-up have at least set the railroad officials up in the air. According to Albert Black, the night watchman on the bridge, who discovered the broken rail, the track had been in good condition less than half an hour before when he had examined it.

He said that a piece of rail between a foot and a foot and a half in length had been broken out of the track. He ran into this break and was thrown from his velocipede. When he discovered the condition of the track he ran at full speed to the Henderson station and stopped the Dixie Flyer. The fast train was held up half an hour while a temporary splice was put in.—Evansville Journal-News.

MAN KILLED

In a Collision at Guthrie Saturday Night.

In a wreck on the Louisville & Nashville railroad at Guthrie Saturday George Satterwhite, fireman on one of the wrecked trains, was caught in his engine and so badly crushed that he died from his injuries at 9:40 o'clock. Other members of the crews jumped and were only slightly injured. Satterwhite was 22 and lived at Erin.